

SAGEBRUSH

HEADLIGHT

NEWSLETTER OF THE NEVADA STATE RAILROAD MUSEUM

NEW STAFF MEMBER CHOSEN LARA BROWN IS NEW MUSEUM ATTENDANT

On March 2nd, 2015, Lara Brown become the NSRM's new museum attendant. Lara comes to us after recently relocating to Carson City from Juneau, Alaska. In Juneau Lara worked with the State of Alaska's Department of Commerce as a publications specialist. Lara also has previous experience working in Juneau art



Lara M. Brown - Staff Photo

galleries, where she scheduled and guided tours, arranged exhibits

and assisted in gallery sales.

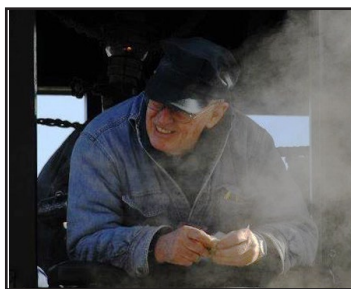
Lara is originally from North Dakota and has family ties to railroading. Her paternal grandfather was a brakeman, and her maternal grandfather was a depot agent for the Great Northern Railway in Doyon, North Dakota.

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MEET BARRY SIMCOE "FRIENDS" NEWLY ELECTED PRESIDENT

By Bill Fowler

Barry Simcoe, the recently elected president of the *Friends of the Nevada State Railroad Museum*, has a passion for railroading, history and the well-being of the museum. Railroading has been in Barry's blood since he was 7 years old. It was 1949



Barry Simcoe
Over 5,980 hours of service

able to see railroad operations was something that many young boys dreamed about, but Barry had many real experiences which made an indelible impression. By the age of 7 years

old, Barry had ridden behind V&T locomotives No. 26 & No. 27 as well as explored the Southern Pacific rail yards with his father, a Southern Pacific employee. It is readily apparent these experiences led Barry into his leadership role with the *Friends*.

In 1986 Barry became a member of the *Friends*, and began working as a crewperson the following year. After 20 years of ser

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NEVADA A WORLD WITHIN.
A STATE APART.

SPRING 2015

125th Edition



**NEVADA STATE
RAILROAD
MUSEUM**

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A call for Candidates.
Elections coming soon.

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Contracting for 60
million feet of logs.

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philosophical...

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Engine 'mung' takes a
serious hit.

**THE NEVADA STATE
RAILROAD MUSEUM**

An Agency of the Nevada
Department of Tourism and
Cultural Affairs

*By the age of 7
Barry had ridden
V&T trains.*

when Barry moved to a house in Reno near the V&T's mainline. Being



**NEVADA STATE
RAILROAD MUSEUM**
2180 South Carson Street
Carson City, Nevada 89701
775.687.6953

VISIT THE MUSEUM

Open 9:00 am to 4:30 pm
Thursday through Monday

Closed Thanksgiving, Christmas and New Year's Days

Museum members.....	FREE
Children (17 & under).....	FREE
Adults.....	\$6.00

STATE OF NEVADA

Brian Sandoval, Governor

DEPARTMENT OF TOURISM AND CULTURAL AFFAIRS

Claudia Vecchio, Director

DIVISION OF MUSEUMS AND HISTORY

Peter D. Barton, Administrator

NEVADA STATE RAILROAD MUSEUM CARSON CITY

Greg Corbin, Director

SAGEBRUSH HEADLIGHT NEWSLETTER

Adam Michalski, Curator of Education, Editor

John D. Hoepfer, Designer, Graphic Artist, Volunteer



**Friends of the
Nevada State Railroad
Museum**
P.O. Box 1330
Carson City, Nevada 89702
www.NSRM-FRIENDS.org

**Important stuff
for VOLUNTEERS
Visit:**

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WELCOME ABOARD LARA

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Her mother grew up in the depot, living in quarters reserved for the depot agent. Lara's mother would tell stories of traveling by train to nearby Devils Lake to go shopping or to Lakota to take in a movie.

an interest in railroads. Lara will handle the scheduling of volunteers and tours, among other projects. Lara looks forward to helping out where she can at the museum and getting to know all the



Lara M. Brown - Staff Photo

When Lara was a child, many of her family's vacations took them to railroad museums and historical sites. These experiences fascinated Lara, which led her to develop

volunteers. If you haven't had an opportunity to meet Lara yet, be certain to introduce yourself the next time you are at the museum.

TRUSTEE'S ELECTION CANDIDATES SOUGHT

Members in good standing of the Friends of the Nevada State Railroad Museum who are interested in serving on the Board of Trustees are encouraged to send their resumes to the election registrar before August 14, 2015.

positions are open for election. A term is for three years, with board meetings held six times per year.

This is the only call for resumes prior to the election.

Email your resume to:
David Brambley
VTRRLoco18@aol.com

Three of the nine Trustee

BARRY SIMCOE

6,000 HOURS OF SERVICE AND COUNTING

Continued from Page 1

vice, Barry became crew chief, assuming responsibility for the operation of all the equipment at the museum. Working closely with the museum, the **Friends** currently have 125 active volunteers engaged in three areas of service: operations, equipment restoration and visitor support.

Barry's vision is comprised of four key points.

Barry's immediate goals for the **Friends** are to develop a close relationship with the museum and to provide volunteers with more rewarding opportunities for service. To achieve these goals, Barry's vision is comprised of four key points.

I.

Frequent and consistent communications between the **Friends** and the museum. This key point is already in motion. Barry and the museum's new Director Greg Corbin already have a strong working relationship, thanks to consistent and frequent communication between them.

II.

Collaborate with the museum in developing programs that increase visitation and awareness. Some

of these programs include: **Your Hand on the Throttle**, which provides the public with training and the operation of locomotive No. 25. The



Loren Jahn, Governor Brian Sandoval, Barry Simcoe

Friends offer this program about 10 times a season and hope to expand the program to non-steamup weekends as well.

Coming out party for C&TL&F engine #1, The Glenbrook. This event is scheduled for Memorial Day, May 23rd, and will feature the Glenbrook, The Inyo and No. 25 all steamed up.

Steampunk Weekend; on August 1st & 2nd, featuring V&T No. 25, the McKeen motor car and the Nautilus of **Burning Man** fame.

III.

Greater hands-on involvement by the **Friends** in

assisting the museum with rehabilitating and restoring museum artifacts. This will include detailed planning, fundraising and commitment to the projects until

completion.

IV.

Expanding **Friends** fundraising activities and programs. Money is the grease that makes it all happen; museum operations, equipment operations, artifact restoration, emergency equipment repairs, etc.

The Friends raise about \$37,000 a year...

Barry's assessment of the **Friends** current financial realities is as follows:

Currently the **Friends** raise about \$37,000 a year from membership dues,

donations and Santa Train revenues.

The **Friends** provide about \$9,500 per year to the museum. The **Friends** operating expenses are about \$5,000 per year.

The State of Nevada does not provide funding for major repairs or rehabilitation projects. Should any emergency repairs be needed on any piece of equipment, it will fall on the **Friends of the Nevada State Railroad Museum** to pick up the slack and fund the repairs, or risk discounting operations.

Vision, passion, experience and commitment

Barry hopes to develop a fund specifically to address this issue. An emergency fund of \$250,000 is suggested.

The **Friends** new president has the vision and commitment. He has the passion and experience. Do you want to join in taking the **Friends of the Nevada State Railroad Museum** to the next level of support? Contact Barry Simcoe by email at: barrysimcoe@sbcglobal.net

MATTHEW C. GARDNER

THE FLUME AND THE NEVADA STATE RAILROAD MUSEUM

By Wendell W. Huffman, Curator of History

Matthew Culbertson Gardner (1835-1908) is known—at least by the handful who know of him—as the man who logged Lake Valley

Gardner contracted to deliver 60 million feet of logs

timber for the Carson & Tahoe Lumber & Fluming Co. In early 1875, Major Gardner (as he was styled) contracted to deliver 60 million feet of logs, 6 million the first year, and 12 million per year thereafter to the shore of Lake Tahoe, whence it would be towed to Glenbrook for cutting into lumber. (It takes just over 700 - 3 foot by 16 foot logs to make a million feet, log measure.) This operation was just part of Bliss and Yerington's grand scheme to deliver timber and cordwood to the Comstock via their narrow gauge Glenbrook to Spooner Summit railroad, flume to Carson, and the V&T to Virginia City.

To get started, Gardner bought V&T No. 2 *Ormsby* and built an almost standard-gauge railroad from what is now Camp Richardson, on the southwest shore of Lake Tahoe, southward in the general

direction of Myers. While the *Ormsby* rolled—apparently happily—on the V&T until the arrival of the No. 21 *Bowker* and No. 22 *Inyo* in March 1875, the



Gardner's *Mountaineer* at Lake Valley logging operations

flatcars Yerington ordered for Gardner were made for a 4' 7-3/4" track,"owing to the locomotive being a little narrow on her gauge".

Gardner renamed the old V&T engine Mountaineer

Gardner's railroad was built about the same time as the narrow gauge between Spooner and Glenbrook, but it is not clear which was actually the first railroad in the Tahoe basin. Gardner renamed the old V&T engine *Mountaineer*, though he left the "V&TRR" on the side of

its tender. Gardner skidded the logs to his railroad with ox teams, or loaded them onto ox-drawn trucks, like the one parked at the museum's entrance. The

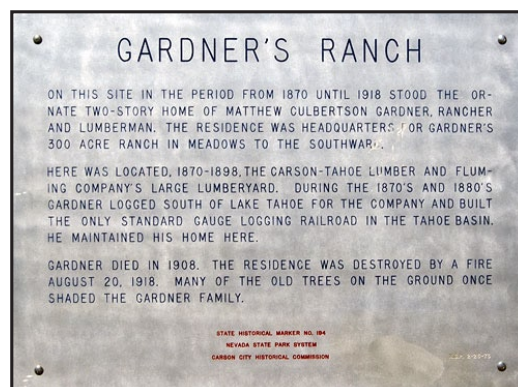
logs were towed across the lake to Glenbrook behind Bliss's steamers.

Gardner's Lake Valley logging operation ended in 1879, apparently terminated by Yerington and Bliss because they thought he was cheating on the wood count. The fact that he had not paid for the *Ormsby* made it fairly easy to fire him, though the newspapers suggest the court action was a bit more complicated. Regard-

less, this generally marks the end of interest in Gardner, but there must have been more to the story. Like Yerington and Bliss, Gardner called Carson City home, and his house was just a stone's throw from the tail end of the C&TL&F's Carson City flume yard. The flume yard lay along the present alignment of Carson Street, stretching from what is now Fairview down to modern Sonoma Street. Waste water from the flume collected in the swale just south and east of the intersection of Carson and Stewart streets.

Given the sour ending, it is ironic...

Gardner's house was immediately west of this. Its location, between Carson and Curry streets, is marked with a seldom-noticed historical landmark



sign on the grounds of what is now the National Forest Service's Carson ranger station. Given the sour ending to the relation

skirts of Carson City. The Hoage and Wakefield patents on the accompanying 1890 map were all owned by Gardner.

J.M. Hoage, whose patent is shown just north and east of Wakefield's land, was actually Joseph Montgomery Hoge, Gardner's

father-in-law.

Hoge's nephew was the noted House Speaker Joseph Cannon. Gardner's oldest daughter, Helen, was the wife of Squire Chase Scoville, who was killed by a gunshot at a board meeting of the Nevada-California-Oregon Railroad in September 1881.

One of Gardner's granddaughters was the wife of Nevada Governor Tasker L. Oddie.

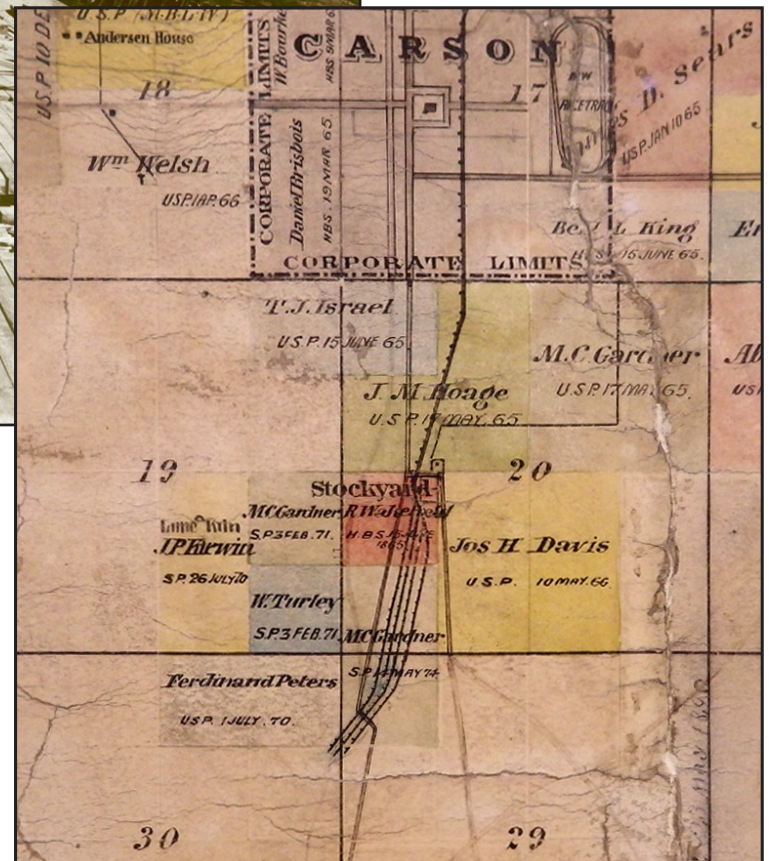


Carson City flume yard, looking north from near the present southeast corner of the Nevada State Railroad Museum.

ship between Gardner and the C&TL&F, it is ironic that their flume yard was on his property. I have yet to discover any contract governing this relationship.

Gardner raised cattle on extensive holdings on what was then the southern out-

The 40-acre Wakefield parcel, acquired by Gardner in 1865, is now the home of the Nevada State Railroad Museum. The broken granite stones scattered adjacent to the north end of the wye track ("the Hole") are all that remains of Gardner's slaughter house.



A segment of Bence and Chalmer's 1890 map of Ormsby County patents.

RESTORING THE

By Chris de Witt

GLENBROOK.

The Glenbrook locomotive is, for all intents and purposes, finished. All of the parts have been put up and all the bright work polished.

The locomotive was stiff and a little hard to run but we coaxed the engine onto and off the turntable onto the "A" line. We ran back and forth on 100 yards of

Now, in the waning months of the Glenbrook restoration there is time to wax philosophical. We live a rarefied existence where we can indulge the whims of the masses to restore artifacts like the Glenbrook. While it is a significant occurrence in the rail preservation fraternity, it's advent doesn't specifically impact the lowly masses and their humdrum world.

And within that process it is the Glenbrook that is the most important to me. Although the restoration took 33 years and there were times that its completion was in doubt, in retrospect it is a good thing. I have witnessed the maturation of the industrial fine arts restoration process in those years.



Restoration Specialist Mort Dolan wiping her down. In 1875 this job paid 5 cents a day... (A 10-hour day)

So, having finished the restoration the question arose, will it work? Will it go, will the pump and injector put water in the boiler? Is it square? These are things that can only be answered by doing. So we did. We fired it up in all of its finery. It was built to move and it was restored with every intention of moving, however until it moves one just doesn't know if it will.

track making adjustments and corrections. The locomotive performed better than was anticipated for a

The Glenbrook can be described best as an example of the industrial fine art of the 1800's. It appeals to all that view it. It is visually pleasing; not over whelming in size and reminiscent of simpler times. It has been, for me, a singular

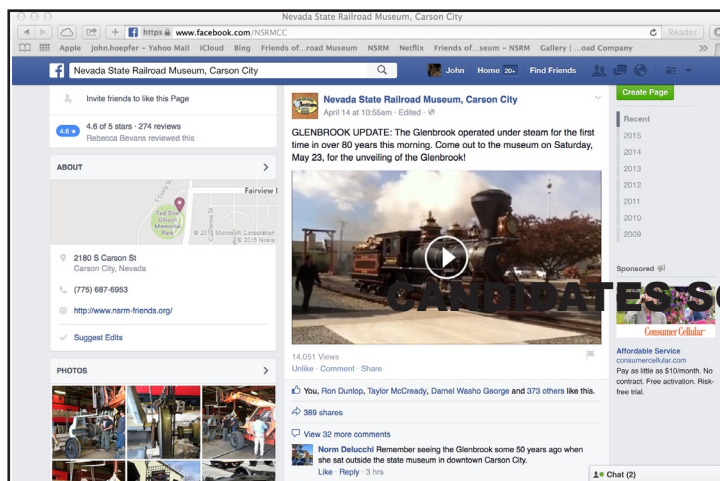


Chris de Witt taking the Glenbrook off the turntable and on to a new life.

I understand that what we do today will be revered by future generations.

Hopefully the new life we have breathed into the Glenbrook will keep it alive for many years. This engine has the potential to operate for many miles.

It will be an ambassador from the past, bringing history to the future.



Glenbrook video goes VIRAL within 48 hours on the NSRM Facebook page: www.facebook.com/NSRMCC

Well, it moved, softly and gracefully like a lady. I was overcome with a sense of relief. We moved again and tried the brakes which are marginal at best. We oiled around, inspected and prepared to get underway.

fresh rebuild. The cross-head pump ran well. The machinery stayed cool. It was a good day.

honor to be trusted with the responsibility of restoring Nevada's Historic railroad collection.

2015 SPRING CLEANING VOLUNTEERS WERE UP TO THEIR ELBOWS

By Cristol Digangi - Youth Committee Chair



Cristol Digangi
Over 2,075 hours of service

Volunteers are not paid... Not because they are worthless, but because they are priceless!

The Nevada State Railroad Museum's volunteers contribute to a wide range of activities; every little thing they do makes a difference. We all volunteer because we have a passion, whether it's for sharing information or preserving our history.



Taylor McCready
Over 725 hours of service

These same passionate volunteers spent Saturday, March 21st cleaning Virginia & Truckee engine #25 in preparation for a very busy operating season.

As always, the 2015 Spring Cleaning Day was open to all volunteers, and our most helpful (and dirtiest) volunteers were the youths of the group.

We were able to crawl under the engine and clean it up

With help from Taylor McCready, Gideon Vickers, Matt Armbrust and Amy Kohler, we were able to crawl under the engine and clean it up.

We scraped tons of 'mung' off the underside of the engine. What is 'mung'? It is a mix of grease and dirt that builds up behind the drivers, on the frame and just about anywhere that can't easily be washed. These volunteers were very energetic about this job, and loved the chance to get very, very dirty!

The engine was power washed and wiped down and the cars cleaned out by some very eager vol-



The 'mung' scrapers - Staff Photo

unteers, including but not limited to: Barry Simcoe, Bill Kohler, Rick Kohler, Larry Knack, Bruce Armbrust, Tom Tabacco, Ron Allen, Matt Digangi and Jack Rodkey.

The following day, Taylor McCready, Matt Digangi and Kevin Owens pulled out the No. 25 to complete the project by scraping and replacing the graphite on

the smoke box.

Museum visitors were very happy to see the No. 25 out in the sunlight and to see our volunteers at work.

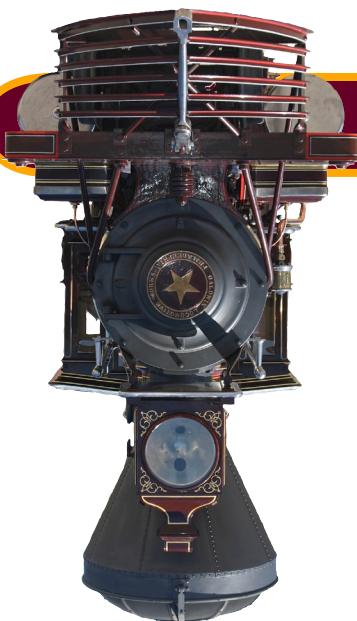
We even had a few visitors ask how they could become a volunteer.

Our 1905 steam engine is looking good for her age.

Thanks to our volunteers.

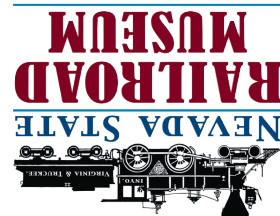


Bill Kohler - Photo by Hoofer
Over 8,175 hours of service



Glenbrook Dedication • May 23, 2015 • 11:00 am

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\$500 (Museum members **\$450**)
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Contact: Johnny Walker
john.walker@nevadaculture.org
775.687.6953, Ext. 231

"Your Hand on the Throttle"